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It is safer to listen to foolish things than to utter them.

THERE is no situation now existing between Germany and the United States that cannot be solved by diplomacy. There does not exist an inevitable casus belli. Our national interests are wrapped up in peace, not war. The passions of the mob will not dictate the policy of this Government. Its course will be mapped out by responsible men, whose heads are cool, who can think clearly and who are not partisan.

An Admiralty of Excuses
THE British Admiralty warned the Lusitania of the presence of hostile submarines. But Mr. Churchill explains that he was without resources to furnish it with armed protection. That is a fatal admission. It means that England must leave her merchantmen exposed and let them trust to luck.

There is no control of the seas in such a course. It will do England little good to ruin the trade of Germany if her own is ruined also. That is what her navy is for, the protection of her trade. If it is unable to perform that function, then certainly the Empire has fallen on grievous days. But most Englishmen will conclude that the situation is not due to any lack of competency in the navy, but to a very obvious incompetency in its management.

Where are the Blakes and Nelsons? The Revenge, in days gone by, fought a whole Spanish fleet. There was dash and daring then in English fleets. No odds were too great for them. They saw their work and did it; they did not waste time in explaining why they could not do things. England has the ships and men, but gravely needs a better Admiralty.

Automobiles Have Some Rights
THERE will be no increase in automobile license fees this year, thanks to the common sense of the House of Representatives. If it is necessary to increase the fund available for highway improvements some other way must be found than by putting a heavier tax on motor vehicles. It is possible to argue for a special tax on horses because their hoofs injure the highways. There is not a small town in the Commonwealth in which evidence cannot be found of the damage that the horses have done to the roads. Beside almost every hitching post there is a hole stamped out by steel-shod hoofs. It gathers water when it rains and in a mud puddle after the shower and an offense to the sight all the time. But no one will ever seriously think of taxing horses for the privilege of using the roads.

The automobile is so common as a business necessity that it has ceased to be a rich man's toy. The tendency of taxation, therefore, must be toward lower rates rather than higher. The House of Representatives really represented the most advanced sentiment on this subject when it rejected, by a vote of two to one, the proposition to raise the license fees.

He Died Like a Gentleman
IF WE may accept as accurate the definition of a gentleman as one who always forgets himself and never forgets any one else, then Alfred G. Vanderbilt went to his death justifying his right to the honorable title. As the ship was sinking he was seen handing his life belt to a woman without one. He was willing to take the chance of getting another, but his first thought was for the safety of those who needed such protection as it was in his power to extend.

Another Try for London
IT is generally believed in Germany that the date has been fixed for a raid of airplanes upon London, when bombs are to be dropped upon the city from the sky, and German sympathizers on the ground are to start off simultaneously in three or four hundred places.

But whether the date is definitely fixed or not there is no doubt that the raid is intended. The appearance of airplanes at the mouth of the Thames several months ago was a reconnoitering expedition, and intended also to test the ability of the airman to reach the British coast. The raid on Monday, when a fleet of Zeppelins and aeroplanes flew up the Thames valley from Southend to within 13 miles of London itself, dropping bombs on the way, was also only a scouting expedition to familiarize the men who are to do the work with the nature of the country and with the landmarks to be followed in the final descent of a great aerial fleet upon the British capital.

There has been a disposition outside of Germany to regard the bulk of the effectiveness of the air attack for anything but a scout

duty as mere bluster and bluff. But the Germans have succeeded in bringing their undersea craft to a state of perfection which leads the observer to believe that they have the mechanical ability to perfect the airship also, and to make it as destructive when operating above the land as the submarine is beneath the waters. So we must await the new horrors of a humanly contrived hell on earth.

Stand by the President

THE way to stand by the President is to stand by him. That means not to gild him. It means, too, that whatever he does he must have the backing of this people. "Our country! May she always be in the right; but our country, right or wrong!" means more than taking up arms when she engages in battle. It means to be for her, patiently, fervently, wholeheartedly when she stands as the cornerstone of peace and sanity in a world gone mad with passion. It is an easy thing to rush into war. Any nation can do it. But to stand four-square with reason, unswayed by fury, and hold strong to peace, that any nation cannot do. America must.

The President is not going to unleash the dogs of war until every recourse for peace at his command has been exhausted. He is not going to make demands of Germany that cannot be sustained. He is not going to do any of the wild and furious things which the passionate are urging him to do. While Europe is yet a groaning example of the idiosyncrasy of war, he will not drive this nation into the self-same shambles. Why urge him to and why inflame the people? All leaders of men have on their shoulders today a fearful responsibility. They must counsel coolness, not heat.

We are already sick with horror. What man dare advocate that we multiply tenfold the anguish? We are unprepared for war and the national intelligence shrinks from it. Not that we will not fight, for our courage is undisputed, but that we will not join in an orgy of carnage until reason has exhausted itself and there is no recourse left but arms. The temptation to leap into the abyss is great. The provocation is great. For weaker causes nations have entered the lists. But we, thank Providence, have been taught in a finer school. We have learned patience and have become skilled in self-restraint. We know how to listen to both sides. In between the partisans, in the middle of the road, stand the great majority of Americans, willing and ready to trust the nation's honor to the President, anxious to give him their full moral support, whatever his decision. There is the true patriotism—to stand with him even at the risk of jeers, to back him up if he undertakes the harder task of preserving peace. Have done with the mob spirit; it has no place in this crisis. On domestic policies men may differ, but they must stand together as one in support of the nation's foreign policy. That is the function of patriotism.

To stand by the President now is to be a good American.

Heaven Nations Compose Their Differences
THE world at least will be spared a war between Japan and China. It apparently has been averted. Nor does it matter much how this result was brought about. It is comforting to know that even if Christian nations cannot restrain themselves from savage combat, heathen nations can, China, acquiescent and sensible, is a living proof that the whole world has not gone mad.

The Great Adventure
WE SHALL never know what was passing in the mind of Charles Frohman when he remarked to a young woman beside him on the deck of the sinking Lusitania, "Why fear death? It is the most beautiful adventure in life."

The young woman was saved and Frohman was lost. He may or may not have been aware of the fate before him. He may have been trying to reassure the young woman, or he may have been expressing the philosophy of his life. But whatever his purpose, he expressed the sentiment which all philosophy and all religion have striven to impress upon the mind. The feeling that death does not end all is well nigh universal. But exactly what is it that comes after? The Buddhists say that it is one thing, the Mohammedans another and the Christians still a different thing. But to all it is a great adventure into the unknown, even though they may have different theories about its nature. Fear of death is due largely to the animal instinct of self-preservation, but the reason has overruled that fear in many notable instances, and men have started out on the adventurous journey between the two worlds with a smile on their faces and with confidence in their hearts. There were doubtless many other brave men on the Lusitania who would have uttered the same views that Mr. Frohman expressed if the listener had seemed to need reassuring.

These are days when every man should try to keep his head.

And Mr. Bryan will sign the note which the President will write.

They had to put up a guard about the biggest American battleship as he navigated in Szigrause.

Admiral Benson knows exactly what ought to be done to the Delaware River, and he is now in a position to make his knowledge effective.

The Delaware shipyards will be busy for a while longer. The Cramps have just secured contracts for three new vessels, to cost \$2,000,000.

A hundred thousand dollars in gold for the Belgian relief fund went down with the Lusitania. But what do the submarines care for Belgian relief?

This is soft pedal week for the suppression of superfluous noises, and every patriot will take particular pains to put the softest possible pedal on war talk.

John P. Connolly is not pleased with the attention which he receives from the newspapers, yet there are men who hire press agents to get publicity, and nothing displeases them so much as to have the papers ignore them.

THE GRAVEYARD OF THE SEVEN SEAS

King Neptune's Appalling Toll of Human Lives—Famous Ocean Disasters—Ships That Sailed Into Eternal Silence.

By EDGAR MELS

MANY years ago a great poet apostrophized the ocean in words of fluent music. He bewailed man's helplessness. "Ten thousand fleets sail over thee in vain, "Man's control stops with the shore," he wrote. And the terrible disaster in St. George's Channel, in which the mighty Lusitania went to the ocean's depths, bears him out.

We all recall the horrors of the Titanic disaster. Even the burning of the General Slocum in the East River, New York, with its 1000 victims, most of them women and children, is still fresh in our memories. But there are other tragedies of the sea of the dimmer past, about which time has woven the glamour of romance. What school child does not remember the pathetic story of Theodora Burr, who sailed from her home in the Southland to join Aaron Burr, then in New York? What became of her—what her fate? To this day the deepest mystery surrounds her last hours. Was she captured by pirates, as gossip of her day had it? Did the vessel bearing her go down? No one knows.

Mysterious Disappearance

But there are other mysterious disappearances chronicled in the annals of marine disasters. On March 11, 1841, the steamship President, the Lusitania of her day, steamed from New York for Liverpool with 156 passengers aboard. The days passed, and no word was received from or of her. There were no cables and wireless in those days, and anxiety grew by leaps and bounds. All kinds of rumors were rife—she had been seen—she was safe—but to this day the only clue to her fate was a note contained in a bottle. The note, written by Tyrone Power, an actor (not the comedian of the present era), said that the ship was sinking.

Thirteen years later, on March 1, the City of Glasgow left the Mersey, bound for Philadelphia with 111 saloon passengers, 233 steerage passengers and a crew of 76, a total of 456. The days grew into weeks, and April arrived, but the steamship was not reported. On May 10 the owners received a message at Liverpool from London that a ship of her description had been sighted by an arriving vessel some time previously, making for the Azores and apparently crippled. Hope revived again, until exhaustive inquiry disclosed that this was another hoax, and that all concerned in her safety had been subjected to cruel and needless suspense.

Only two years later, on January 23, 1855, the Collins liner Pacific left Liverpool for New York with 246 persons on board. She was one of the crack flyers of her day, built for the express purpose of capturing the record of the fleetest ocean greyhound, for the era of transatlantic racing was then dawning. What luckless fate befell this splendid vessel, the finest triumph of shipbuilding to that date, can only be conjectured. Whether storm, ice, derelict or internal explosion wrought her ruin is untold. The catastrophe to her consort, the Arctic, eighteen months previously, which sank from collision with a collier off Cape Race and carried down with her 332 persons, cannot strictly be classed among mysterious wrecks, but the two tragedies were the prime cause of putting the Collins Line out of business.

The following years brought a dozen more mysteries of the deep. It was not until 1870 that the world was again aroused to the horror of wholesale deaths. The Inman liner City of Boston sailed from the city bearing her name to Halifax, arriving there three days later and sailing again on January 28. One hundred and ninety-one human beings vanished with the ship.

Women and Children First

Still disappearances are not the only form of disaster to ships. But in most instances the rule—"women and children first"—is observed. On February 26, 1852, in Algoa Bay, Cape Colony, South Africa, the troopship Birkenhead, carrying British soldiers and their families, struck a reef and went down. Six hundred men died bravely, but all the women and children were saved. From this originated the "Birkenhead drill," through which the weaker are sent to safety first.

The largest loss of life recorded in any modern sea disaster was one on December 21, 1811, when the British ships St. George, Defense and Hero were stranded during a hurricane near Jutland and 2000 lost their lives. Next in number was the Titanic, with 1635; the Sultana, with 1109; General Slocum and the Japanese steamship Kikkemaru, with 1000 each; Princess Alice sunk in a collision in the River Thames, 700; Norge, stranded, with 700; another steamship of the same name foundered in midocean with about as many.

The Sultana horror was one of the greatest in inland shipping history. It was obscured by the assassination of President Lincoln and the public, aside from those immediately interested, paid little attention to the catastrophe, in which 1100 lost their lives. In all times, in all climes, the vast depths of the sea claim their moiety of humanity. The toll must be paid so long as men go down to the sea. And human ingenuity capable of the impossible finds that its control of the ocean "stops with the shore"—Neptune is still king!

THE PLEDGE

From the New York Sun. In common justice to the President the following form of pledge or promise is proposed by The Sun for the serious consideration of all concerned: "In case war between the United States and Germany and her Allies should result from the course now taken by President Wilson's Administration with regard to the German massacre of noncombatant American passengers on the British ship Lusitania, I, _____, an American citizen by birth (or naturalization), pledge my entire fortune, if required, and my life, if needed, for the prosecution of hostilities. I promise, on my honor, to put my person at the disposition of the United States Government for military or naval service immediately after the declaration of war or the beginning of a state of war thus induced."

We maintain that any citizen willing to back his sentiments with a pledge of this character is entitled to demand of the President immediate action leading to war. He is qualified to urge the Administration to lose not an instant in swinging wide open the doors of the Temple of Janus.

PRESIDENT WILSON, HELMSMAN

Harvey, in the North American Review. It is not too much to say in truth, and not less than should be said in fairness and grateful appreciation, that the guidance of our ship of state by Woodrow Wilson and Robert Lansing through the whirling pools of this European conflict has never, in essential sagacity, resolution and patience, been surpassed in the history of the Republic.

"IF THOSE EUROPEAN SHIPS OF STATE HAD ONLY A SKIPPER LIKE MINE"



SCORN OF THE FIRST SUBMARINES

New Mode of Sea Fighting, Which Was Denounced as Unsportsmanlike and Revolting, Originated in the American Revolution.

By ROBERT HILDRETH

HAS the submarine been vindicated? The answer depends, perhaps, on whether the question refers to naval policy or the ethics of warfare, though, in the very earliest days of the submarine, objections were raised on both accounts. A number of years ago a writer in a British naval paper said: "The submarine craft is a miracle of ingenuity, though Nelson and his hearts of oak, fighting only on deck, in God's free air and with the meteor flag of England fluttering overhead, would have loathed and scorned her burghlarious, area-sneak dodges down below."

In the development of the submarine there is the same romance which is to be found in the other stories of scientific invention, but the romance, from the very first, has been well mixed with execration. In England, France—and America, where it originated—the prospective mode of warfare which should utilize the diving boat was stigmatized as "revolting to every noble principle," "dastardly," "dishonest and cowardly." This long opposition to the submarine on moral grounds is an interesting fact to consider in connection with military and nautical sportsmanship. There have been other objections, of course. In 1802 M. St. Aubin asked: "What will become of navies, and where will sailors be found to man ships of war, when it is a physical certainty that they may at any moment be blown into the air by means of diving boats, against which no human foresight can guard them?"

It was an American who inaugurated the era of submarine warfare, and up to the present European conflict it was only in wars in which America has engaged that submarine or diving torpedoes bore any prominent part. The names associated with the development of underwater fighting craft are mostly those of Americans—David Bushnell, Robert Fulton, John P. Holland and Simon Lake. Though France added a submarine to its navy eight years before the United States purchased the Holland, Europe received its ideas from America, and Germany has been accused of infringing upon the Holland patents.

The First Diving Boat

Bushnell was the first inventor to combine in his design submarine navigation with torpedo warfare, and his invention, crude though it was, was the embryo of the modern diving torpedoboat. It has been mistakenly said that the submarine is the child of the surface torpedoboat. Bushnell devised cases filled with explosives, so arranged as to go off at a fixed time by clockwork; and for affixing these cases to the sides of vessels he invented the first boat capable of diving beneath the waves.

In 1776 he attempted to blow up the British frigate Eagle by fastening an explosive case on its bottom, and in 1777 he tried to destroy the man-of-war Cerberus by means of a towing torpedo. He failed, according to a naval historian, because of the lack of skill of the operator and not because of any defect in the apparatus. Though no injury was done to the ships, three of the crew of a prize schooner astern of the Cerberus, in hauling one of the drifting torpedoes on board, were killed by its explosion.

After Bushnell came Robert Fulton. It was shown that his torpedoes could sink ships, but in actual warfare his diving torpedobots accomplished nothing. After an unsuccessful attack by one of Fulton's underwater craft on the British warship Ramilles, Sir Thomas Hardy, commander of

the North American station, notified the President that he had ordered on board the Ramilles a hundred prisoners of war, who, in the event of the effort to destroy the ship by torpedoes or other infernal inventions being successful, would share the fate of himself and crew."

In a book published in London in 1813, the author, James Kelly, commented with great severity on "some infamous and insidious attempts to destroy the British men-of-war upon the coasts of America by torpedoes and other explosive machinery." The reference is to incidents of the War of 1812.

Exploit of the "David"

In only one instance prior to the outbreak of the European war did an underwater vessel ever succeed in sinking a hostile craft in actual warfare, and even then it was being navigated in the awash condition and not completely submerged. This occurred on February 17, 1864, when the Confederate diving boat David, armed with a spar torpedo, sank the Federal frigate Housatonic off Charleston.

The submarines of the Revolution, the War of 1812 and the Civil War were crude affairs compared with the submarines operating today in European waters, but they were the forerunners of the mode of sea fighting which is now giving the world so many tragical surprises. The torpedo itself has undergone a remarkable transformation since Bushnell invented the explosive case.

The submarine has been used in some of the third-rate South American wars. In the war between Chili and Peru a torpedo was launched from a submarine only to back through the water and nearly destroy the vessel from which it was projected, this back-firing being due to the unimproved state of the gyroscope, or balance control, within the destructive missile.

DREAMS AND ACTION

From the New Republic. It is a pathetic weakness of human effort that in order to act at all its dreams must so often outrun the possibilities of its action. Let him pride himself on his realism as he may, the mind of the stanchest realist tires and flags before the mere extensiveness of reality. Our desires are too passionate and our patience too immature for us ever to know, or be willing to admit if we could know, the whole truth about ourselves. Because our will is weak and the

AMUSEMENTS

Advertisement for GLOBE THEATRE featuring EDMUND BREESE in 'THE SHOOTING OF DAN MCGREW'. Also mentions STANLEY ALL THIS WEEK, MARY PICKFORD AS 'FANCHON', CROSS KEYS THEATRE 'THE UNAFRAID', NEW WOODSIDE PARK THEATRE 'The Chocolate Soldier', DUMONT'S 'DUMONT'S MINSTRELS', and CASINO.

inertia of the world almost irresistible, because our mind is finite and detail infinite, we must summarize and make pictures for ourselves and trust our imagination when we know it is deceiving us.

It is only when certain moods and grievances lend themselves to a fantasy in which they can be grouped and expressed that men ever muster the strength to attempt radical action. But no matter how profound the revolution, its results are invariably less magically entrancing than the myth which prefigured them.

BULLET-STOPPING DEVICES

From Tid Bits. Five feet of clay, three feet of loose earth or two and a half feet of sand will stop a modern rifle bullet at the closest range; but, curiously enough, as the layman may think, ramming earth hard reduces its resisting power, and high velocity bullets have less penetration in sand at short than at medium range. Eighteen inches of sand between boards is bullet proof, and nine inches of well-built brick-work.

Soft wood, like fir, across the grain, is bullet-proof at point-blank range if 48 inches thick, or at 500 yards if half as thick. Similarly, 5 inches of hardwood, like oak, in point-blank proof, or 15 inches at 500 yards. Half an inch of wrought iron or mild steel, a quarter of an inch of hard steel or a fifth of an inch of special steel is bulletproof. So are six inches of shingle, 15 inches of coal or, as some people may be surprised to know, eight feet of snow.

IF YOU COULD HAVE A PERFECT DAY

If you could have a perfect day. If you could when your life were done, Would you choose one all clear, all gay? If you could have a perfect day— The air above the wide greenway— Shier virgin blue with crystal sun? If you could have a perfect day— To dream of when your life were done, Or would you have it April's way, Haphazard rain, haphazard sun, Divine and serid, clear and gray, Dyed like these hours' own work and play? All shot with stains of tears and clay, Haphazard pain, haphazard fun— If you could have a perfect day— To dream of when your life were done! —Edith Wyatt, in Poetry.

AMUSEMENTS

Advertisement for ARCADIA THEATRE featuring DUSTIN FARNUM in 'CAPT. COURTESY'. Also mentions WEBER & FIELDS 'TWO OF THE FINEST', B. F. KEITH'S THEATRE 'GRACE LA RUE', GARRICK 10c, 15c, 25c, and SUBMARINE MOVING PICTURES.